

25X1 T O P S E C R E T 081901Z CITE [REDACTED] 1221

25X1 IMMEDIATE [REDACTED]

25X1 SECTION ONE [REDACTED]

7430

- A. NOX 519
- B. MISSION PLAN MESSAGE
- C. THIS FLIGHT PLAN IS FINAL WX UPDATE AND INCORPORATES REVISIONS REQUESTED IN [REDACTED] 9136, 9172 AND 9178.
- D. COMPUTER TAPE.

T O P S E C R E T

001 MISSION IDENT NOX519

002 COMPUTER RUN IDENT

003 COMPUTER RUN DATE 8 OCT 67

004 TAKE-OFF DATE 9 OCT 67

005 MSN/RTE START TIME 1 HR 0 MIN ZULU

006 TURN RADIUS DATA 30.0 DEGREES BANK

007 TAKE-OFF WEIGHT 105700 LBS

008 DEPARTURE PT 1516N 10018E

009 TAKMLI RECOVERY NUMBER 1

010 THIS IS NOX 519 MESSAGE PRIMARY ROUTE

011 THIS IS RECOVERY FLIGHT PLAN REFLECTING BUDDY TACTICS

012 TAKMLI RECOVERY NUMBER ONE FLIGHT PLAN REVISED PER [REDACTED] 25X1

013 9172 AND 9178

014	RLSG	END SEGMENT	PC	TC	WIND	DFT	TH	VAR
015	LAT	LONG			DIR/VEL	COG		

016 AB01 1236.5N 10038.0E CL 154 115/009 -01 153 -00

017 AB01 1238.0N 10137.0E CR 154 115/009 -01 153 -00

018 AC01 1203.0N 10155.0E AR 153 115/009 -01 152 -00

019 XA01 1450.0N 10051.2E CC 334 115/009 P01 335 -00

020 XB01 1516.0N 10018.0E DS 334 115/009 P01 335 -00

021 AD01 1150.0N 10203.1E AR 149 115/009 -01 148 -00

022

023 BA01 1003.2N 10258.3E CR 153 108/005 P00 088 -00  
25 YEAR RE-REVIEW

024 INS TURN POINT 1000.0N 10300.0 ROLL IN 3.6 NM P

025 BA02 1000.1N 10304.5E CR 088 108/005 P00 088 -00

026 BB01 1002.0N 10354.0E CR 088 108/005 P00 088 -00

027 BC01 1004.0N 10507.3E CR 088 108/005 P00 088 -01

028 INS TURN POINT 1004.0N 10509.0E ROLL IN 1.3 NM P

029 BC02 1004.6N 10510.0E CR 063 108/005 P00 063 -01

030 BD01 1048.5N 10637.8E CR 063 108/005 P00 063 -01

031 INS TURN POINT 1049.0N 10639.0E ROLL IN 1.1 NM P

032 BD02 1049.1N 10639.3E CR 086 108/005 P00 086 -01

T O P S E C R E T

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033 RLSG END SEGMENT FC TC WIND DFT TH VAR

034 LAT LONG DIR/VEL COR

035 ~~BE01 1055.0N 10804.8E~~ CR 086 108/005 P00 086 -01

036 INS TURN POINT 1055.0N 10806.0E ROLL IN 0.6 NM P

037 BE02 1055.1N ~~10804.8E~~ CR 075 218/005 P00 075 -01

038 BF01 1141.0N 11100.0E CR 075 218/005 P00 075 -01

039 BG01 1152.0N 11140.0E AR 074 218/005 P00 074 -01

040 XA01 1158.5N 10943.5E CC 273 218/005 P00 273 -01

041 XB01 1200.0N 10914.0E DS 273 218/005 P00 273 -01

042 YA01 1055.3N 10707.8E CC 258 218/005 P00 258 -01

043 YB01 1049.0N 10639.0E DS 258 108/005 P00 258 -01

044 BH01 1212.0N 11300.0E AR 076 218/005 P00 076 -01

045

046 CA01 1224.0N 11400.0E CR 078 38/017 P02 080 -01

047 CB01 1305.5N 11657.6E CR 077 38/017 P02 079 -01

048 INS TURN POINT 1306.0N 11700.0E ROLL IN 2.2 NM P

049 CB02 1307.8N 11700.7E CR 033 38/017 P02 035 -01

050 CC01 1700.0N 11940.0E CR 034 117/014 P02 036 -01

051 CD01 1733.0N 12002.0E AR 033 117/014 P02 035 -00

052 XA01 1538.4N 12027.0E CC 168 117/014 -01 167 -01

053 XB01 1510.0N 12033.2E DS 168 117/014 -01 167 -01

054 CE01 1824.0N 12038.0E AR 034 234/017 -01 033 -00

055 CF01 1840.0N 12050.0E AR 035 234/017 -01 034 -00

056

057 DA01 2247.7N 12350.7E CR 034 234/017 -01 033 -00

058 DA02 2300.0N 12400.0E CR 035 267/050 -05 030 P01

059 DB01 2445.1N 12518.8E CR 034 267/050 -05 029 P01

T O P S E C R E T

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060 RLSG END SEGMENT FC TC WIND DFT TH VAR

061 LAT LONG DIR/VEL COR

062 INS TURN POINT 2446.0N 12520.0E ROLL IN 1.1 NM P

063 DB02 2445.7N 12520.5E CR 055 267/050 -03 052 P02

064 DC01 2558.0N 12713.0E CR 055 267/050 -03 052 P02

065 DD01 2616.6N 12740.1E CR 053 267/050 -03 050 P02

066 DE01 2622.0N 12748.2E DS 053 262/049 -02 051 P02

T O P S E C R E T

T O P S E C R E T

001

T O P S E C R E T

ET

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25X1 T O P S E C R E T 081901Z CITE [ ] 1221

25X1 IMMEDIATE [ ]

SECTION FOUR

018 152 -26 280/296 0.83 0 312 490 482 39

019M

QA

CL

-1 340/360 0.85 100 312 520 527 186

020 335 -30 200/211 0.88 0 346 534 541 29

021 148 -26YTPNRG

UOYTWO.80 0 312 490 482 15

022

023 153 -26 280/296 0.77 0 300 471 467 120

024 RIOR

025 088 -26 280/296 0.77 0 300 471 466 6 NL T

JHDHT 083 2

280/296 0.77 0 300 471 466 49

027 087 -13774088 0/296 0.77 0 300 471 466 73

028 RIOR

029 062 -26 280/296 0.77 0 300 471 467 3

030 062 -26 280/296 0.77 0 300 471 467 97

031 RIOR

032 085 -26 280/296 0.77 0 300 471 466 2

T O P S E C R E T

T O P S E C R E T

033 MH AIR END ALT MACH PC KEAS TAS GND GND

034 TEMP PRS/TRU AB SPD DST

035 085 -26 280/296 0.77 0 300 471 466 89

036 RIOR

037 074 -26 280/296 0.77 0 300 471 475 1

038 074 -26 280/296 0.77 0 300 471 475 178

039 073 -26 280/296 0.80 0 312 490 493 41

040 272 -26 357/378 0.85 100 307 520 517 114

041 272 -30 200/211 0.88 0 341 534 531 29

042 257 -26 360/381 0.85 100 306 520 516 273

043 257 -30 200/211 0.88 0 340 534 538 29

044 075 -26 400IPXVOY 0.80 0 312 490 493 81

046 0.77  
 047 078 -25 280/296 0.77 0 300 472 464 179  
 048 RIOR  
 049 034 -25 280/296 0.77 0 300 472 476 4  
 050 035 -24 280/296 0.77 0 301 473 471 279 470  
 051 035 -24 280/297 0.80 0 313 492 490 39  
 052 166 -24 355/376 0.85 100 309 522 513 117  
 053 166 -23 200/210 0.88 0 343 537 527 29  
 054 033 -25 280/297 0.80 0 312 491 506 61  
 055 034 -25 280/297 0.80 0 312 491 506 20

056

057 033 -25 280/296 0.77 0 300 472 476 4  
 058 031 -28 280/295 0.77 0 298 469 500 15  
 059 030 -28 280/295 0.77 0 298 469 499 128

TOP SECRET

TOP SECRET

060 MH AIR END ALT MACH PC KEAS TAS GND GND  
 061 TEMP PRES/TRU AB SPD DST  
 062 RIOR  
 063 054 -28 280/295 0.77 0 298 469 511 2  
 064 054 -28 280/295 0.77 0 298 469 511 124  
 065 052 -28 280/296 0.77 0 298 469 510 31  
 066 053 -31 200/211 0.89 0 369 539 532 9

TOP SECRET

T O P S E C R E T

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001

002

003

004

005

006

007

008 IN T/O FUEL 25.2

009

010

011

012

013

014 GROSS FUEL WFR SUN ZN ZN/ RB COMMENT

015 WGT REM ANG MIN

016 100050 44.3 19.6 28 105 0.1 312 BUDDY TACTS

017 95581 39.9 15.9 33 106 0.1 313 ARCP 1

018 94411 38.7 14.8 35 106 0.1 314 FUEL DECSN

019 88870 33.2 10.5 37 106 0.2 135 TO TAKHLI

020 88400 32.7 10.0 38 110 0.2 135 TAKHLI

021 93411 37.7 13.8 35 106 0.1 318 END AR 1

022 101200 45.3 32.0 MOR TO CONTINUE -5730 LBS.

023 96888 41.2 28.3 40 107 0.1 314

T O P S E C R E T

BT

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